

# ATC



ATC West, Inc., James G. Neighbor, President  
11711 West 53rd Street, Shawnee, Kansas 66203  
913-268-9051

For any and all ATC-610 users . . .

## DIAL/APPROACH PROGRAMMING COMPUTER FOR ATC-610s

ATC's new DIAL/APPROACH provides the simulator pilot with the quick way to set up most ADF, ILS and BC Localizer approaches. This easy-to-use "computer" lets you practice all types of set-ups --- ILS, LOC, NDB, LOC Back Course --- on the fly.

For Takeoff . . . Enter the Runway Heading and Outer Marker Intercept Altitude

Readout from the appropriate DIAL/APPROACH windows:

- o Transponder Code      o Tower (COM) Frequency
- o LOM ADF Frequency   o Localizer (NAV) Frequency

THE  
WORLD'S  
BEST  
PILOTS  
FLY

ATC



FAF 1400 ALT

A

## ATC-610

### DIAL/APPROACH

ILS/LOC 36 RWY

B

TRANSPONDER

05

10

TOWER

119.2

LOM LOCALIZER

201

110.3

#### ILS APPROACH

1. Set FAF intercept altitude in FAF ALT window. Wheel A. Set ILS runway heading in ILS/LOC rwy window of Wheel B.
2. Read and set Code from Transponder window in Transponder.

#### OPERATING INSTRUCTIONS

3. Substitute TOWER, LOM and LOCALIZER frequencies from Dial Approach windows for approach chart frequencies.
4. TAKE OFF will be from airport of intended landing.

#### LOC APPROACH

1. Set FAF Wheel A to LOC. Set LOC runway heading in ILS/LOC rwy window of Wheel B.
2. Read and set Code from Transponder window in Transponder, if no MM is required, Squawk Low.

5						0 Nautical Miles	5	10	15	20	25	1" = 5 NM	30
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After completing the take-off check list and substituting the above on your approach chart, you depart the airport and fly out to shoot an approach. Navigate to the OM by either flying the Front Course or tracking the ADF to the LOM, and shoot an ILS approach.

(over)

NDB approaches are set up in the same manner. Enter the Runway heading and readout:

- o NDB Frequency      o Tower (COM) Frequency
- o Distance from FAF (the NDB) to the MAP (Missed Approach Point)

**ATC-610**  
**DIAL APPROACH**

**NDB** 2 **RWY**

**LOC BC** 34 **RWY**

**ADF** 322 **TOWER** 118.0

**TRANSPONDER** 6426 110.3

**LOM** N.A **TOWER** 119.2

**DISTANCE FAF to MAP** 4

**LOCALIZER**

**NDB APPROACH**

1. Set runway heading in NDB rwy window of Wheel A.
2. Read and set ADF and TOWER frequencies.
3. Calculate time for approach using distance from FAF to MAP window.
4. TAKE OFF will be from airport of intended landing.

**VOR APPROACHES** - Six VORTACS are available for approaches. Navigation, DME, Arcs, etc. The variables of VOR approach programming cannot be presented in computer form. Refer to the ATC 610 Owner's Manual for programming data.

**LOC BACK COURSE APPROACH**

1. Set runway heading in LOC BC Rwy window of Wheel B.
2. Read and set TRANSPONDER Code, LOCALIZER Frequency, LOM frequency if available and TOWER frequency from appropriate windows.
3. Substitute TOWER, LOM, and LOCALIZER frequencies from windows for approach chart frequencies.
4. TAKE OFF will be from airport of intended landing.

**OPERATING INSTRUCTIONS**

5					0 Nautical Miles	5	10	15	20	25	1" = 5 NM	30
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Takeoff is from the airport of intended landing and the pilot must navigate to the NDB. A procedure turn is executed and time measured from the FAF to the MAP.

The Localizer Back Course is determined by entering the Runway Heading and reading:

- o Transponder Code      o Localizer (NAV) Frequency
- o Tower (COM) Frequency      o NDB for use as a FAF (if available)

As in the other approaches, takeoff will be from the airport of intended landing. After completing the Takeoff Check List and takeoff the pilot must navigate to the final approach fix by ADF or tracking outbound on the Back Course Localizer.

Your ATC-610 DIAL/APPROACH unit also has a convenient distance scale for use with standard ATC charts which are measured at 1" = 5NM.

DIAL/APPROACH is available from your ATC Distributor/Dealer at just \$11.95 each.